

NUMBER 38

Two articles having a string attached, which responded, was a strong feature against the accused; as was, also, the line found on his trousers, which would be proved to resemble that on the shoe which was climbed over; and although the evidence would necessarily be of a circumstantial character, yet that it would not be rejected on that account. The testimony of the woman, whose name was very long, and as might be supposed, was subjected to a severe cross-examination.

On the morning of the second day of the trial,

ing to the dense crowd, the Court could not, for
wards of two hours, proceed to business. At
out half past ten the barrier formed at the end
the passage, which was the front or principal
entrance to the Court, was entirely broken through,
and the rush which was then made to the barrier
broken railing—which separates the part allotted
the Court from the hall—was immense; so that,
a great length of time, it was conceived impos-
sible for it to stand against the pressure of the im-
mense multitude. If it had been once broken, no
doubt some of the crowd would have attempted
the rescue of the prisoner, of which great fears
are apprehended: indeed, nothing hamaou could

prevented it but the vigilance of the Court and the police.

It is not our purpose, in recalling these reminiscences, to pass in review the voluminous evidence submitted—well remembered as the most of it must be by the community. Suffice it to say, that after close, laborious investigation of five days, the trial was brought to a close. The summing up on the part of the defence was commenced by Mr. J. M. Price. Mr. Morris, for the prosecution, followed in a short address. Mr. Hoffman, on the evening of the same day, at half past five, commenced the delivery of one of the most eloquent, vivid, and affecting addresses ever uttered. Such

the force of his pathetic eloquence, that there was scarcely a dry eye in the Court, or a bosom that did not heave with emotion, in the vast concourse that listened to the magic voice of the speaker.

We need not prolong the story. Judge Edwards charged the jury at great length, charging them particularly in reference to the testimony of disreputable females, who had given evidence in the case. At half past 12 o'clock on the morning of the 8th of June, the Jury retired, and in fifteen minutes thereafter returned a verdict of **NOT GUILTY**. The announcement of the verdict was followed by a tumultuous hurra of cheers from the spectators.

At the moment of the arrest of the prisoner, upon the awful moment when the Jury were to pronounce upon his life or death, he never betrayed the slightest emotion. When the Jury returned the Court with their verdict, the prisoner was excited to stand up and look upon the jurors. He also with an undaunted front; but no sooner were the words "not guilty" pronounced by the foreman, than he sank, overpowered by his feelings, upon the neck of his venerable father.

The Court then directed the prisoner to be discharged; proclaimed a full and complete acquittal; and adjourned the Court until the next day, Monday, the 10th of May.

Very respectfully,
Richard F. ...

Living a life of seclusion in the remote south-
west, the world had well nigh forgotten him, until

Chief announcement of his death recalled the terrible incidents of his earlier career. The curtain has fallen now on "this last scene of all," and the subject of our brief, eventful history stands with his victim in the presence of that dread Judge, on whose all-seeing eye no secrets are hid. Two principal witnesses on the trial, we believe, have the most of them long since passed from time to eternity—and of the twelve Jurors who served on the occasion, there are but few survivors.


meters in the city. We have Fine Combs of shell, Bone, and rubber, with all the latest styles. Dressing boxes of shell, ivory, bone, rubber, and English horn, the best make; Fine Combs of shell and Ivory; Bonnet and Pocket Combs; Long, Neck, side, and every variety of Combs, to be found at the "Varieties," 219 South street. ad3

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THIS LINE LEAVES MID-
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 M. and the same time to leave. *Positively* at 6 o'clock
 at 11 o'clock A. M. ad 2

the Baltimore and Ohio Railroad.



THE LATE OBSTRUCTIONS TO the use of the tunnel at Kingwood Tunnel having been removed, FREIGHT of all kinds as well as passengers, in both directions, is now forwarded promptly upon the schedule time. A continuation of this dispatch is insured by the building of a new road over the hill at Kingwood, by which the use of the tunnel may be avoided until it is fully completed.

JOHN H. DONK,
Master of Transportation.

Paul dim

EXPRESS NOTICE.

Change of Time.

DAMS EXPRESS COMPANY,


Office 346 Main street, Louisville.

On and after Tuesday, April 15, our Messenger and freight will leave Louisville for Frankfort and Lexington in the afternoon train. Returning leave station in the morning, at 6 o'clock.

Freight received at our office till 7 p. m.

For our season will call for freight orders near
S. A. JONES, Agent,
Adams Express Co.

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FOR THE EAST!
VIA THE
Jeffersonville and Ohio and Mississippi Railroads,
U. S. Mail Line Steamers Jacob Strader and
Telegraph No. 3,
AND THE
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Express Conditions Route

TO NEW YORK, BOSTON AND
Philadelphia via Dayton & Clyde to Cleveland
—making the same connections as are made by any
other line out of Cincinnati.
The Cincinnati and Dayton mail makes quicker time or
more certain connections to the East, and none so quick
from the East by one and three-quarter hours.
The time on the Cincinnati, Hamilton, and Dayton
line is as follows: From the Boston and New York
Ohio. For three-fourths of the distance this road is
very level and straight, and it is so substantially built
that it can be run at high speed with greater safety than
any other road.
The First Train leaving Cincinnati, after the arrival
of the Louisville Morning News, is on the Cincinnati,
Hamilton, and Dayton line. The Boston and New York
Ohio. For three-fourths of the distance this road is
very level and straight, and it is so substantially built
that it can be run at high speed with greater safety than
any other road.
The First Train leaving Cincinnati, after the arrival
of the Louisville Morning News, is on the Cincinnati,
Hamilton, and Dayton line. The Boston and New York

from one road to the other, avoiding the unnecessary trouble of hauling it two miles through the city. Passengers, if they prefer it, can go to a hotel for dinner, and on their return to the Depot procure tickets and check their baggage through.

Pittsburg passengers are not detained half an hour at breakfast, taking ample time for dinner, without unnecessary delay.

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Passengers by 9 o'clock, A. M. Train, Cincinnati, Hamilton & Dayton Railroad, breakfast at Cincinnati and dine at New York, Philadelphia, Baltimore and Washington.

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To Boston in 36 hours;
To Buffalo in 46 hours;
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To Pittsburgh in 14 hours;
To Baltimore in 28 hours.

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FIRST TRAIN.—Cleveland, Buffalo and Pittsburgh Express, at 6 o'clock A. M. for Dayton, Clyde, Cleveland, Dunkirk, Buffalo, Albany, New York, Boston; also connects at Forest for Crestline, Pittsburg, Philadelphia, Baltimore and New York, arrives at Cleveland 3:45 P. M., leaving AMPLIF TIME FOR DENVER, SIOUX FALLS, CHAS. & S. RAILROADS, and connecting with the Railroad to the Eastern Cities; arrives at Pittsburgh at 9 P. M., connecting with Fast Express Train East.

SECOND TRAIN.—Cleveland night express, at 8 o'clock for Buffalo, Albany, New York, Boston, Cresskill and Piquette; also connects at Sandusky, with Steamer Bay View, for Detroit; and at Cleveland with steamers for Toronto and Chicago, for Cleveland, Dunkirk, Buffalo, Albany, New York, Boston, Cresskill and Piquette. This train stops at all stations.

THIRD TRAIN.—Cleveland Night Express, at 8 o'clock for Buffalo, Albany, New York, Boston, Cresskill and Piquette; also connects at Sandusky, with Steamer Bay View, for Detroit; and at Cleveland with steamers for Toronto and Chicago, for Cleveland, Dunkirk, Buffalo, Albany, New York, Boston, Cresskill and Piquette.

FARE from Louisville as low as by any other route East.

CAUTION.—The traveling public are cautioned against the false statements made in advertisements of the Little Rock and Memphis Railroad Company. Among the most prominent of these may be named that their line is the quickest to the East; that there is no connection with the Memphis and Little Rock Railroad, and that their Memphis

changes of cars on the Pittsburgh Express by one route than the other. Fortification has been exercised for weeks, on the promise that these misrepresentations would be corrected; but they are still reiterated daily in hand-bills and newspapers, making the caution necessary.

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For further information, or rough tickets, apply at the office of the Jeffersonville R. road, No. 303, Main street, or to CAPT. I. B. MOOREHEAD, Gen'l Agt.
No. 24, Wall street.

The Cambridge Line will call for passengers by leaving the cars at the above office.

July 6/97

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Notice
LIMITED TO FRI.-Y. SEPT.

Improved Spectacles.

[illegible][illegible]

LOCHTESSIE, Oct. 22, 1894.
 Dr. Solomons has furnished me with my first pair of glasses. They appear to answer the purpose very well, and I am very much pleased with them. I have a number of other medical gentlemen of experience on whom I very much confide and firm of their advice. I am, Sir, very respectfully,
 Yours, H. MILLER.
 Professor of Gynaec. & Hyg. School of Medicine.
 I have made trial, for a short time, of Mr. Solomons' lenses, and I am much pleased with them; they render my vision much clearer, and I can read the plates I use in the glasses I have heretofore used. Those in need of artificial aid in this respect would do well to consult H. MILLER, M.D.,
 Prof. Obstetrics, University of Louisville.

LOUISVILLE, Oct. 23, 1884.
Have examined Mr. Solomon's Glasses, and although I have been using the article for the last few years, I then superior to any I have used so far.
Yours truly,
T. F. SLATTERY, M. D.
Ed. & Wm.

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 at has ever before been imported to this market.
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Goat do;	Buckles;

Threads;	Ridings;
Tacks;	Riding Whips;
Coach Laces;	Buggy do;
Coach Lamps;	Wagon do;
Rubber Oil Cloths;	Elaptic Springs;
Axles and Bands;	Harness Mountings;
Trunk Boards;	Trunk Trimmings;
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friminate between truthful simplicity and entrancing speciousness and bombast. Dr. LIA CRUIX is a lady of a high physical and moral character, and has been daily consulted upon the different diseases of the female sex, and has cured many of the great variety which has beset her, personally as well as by the aid of medicine. Her office is at the residence of her mother, who will receive one copy by mail, free of postage, or three copies for \$1. Address Dr. M. D. LA CRUIX, No. 1 Maiden Lane, (P. O. Box 58) Albany, N. Y.

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